

LYNCHBURG REGIONAL AIRPORT

COMMISSION MEMBER UPDATE

Tuesday, August 21, 2012

REPORT

LONE BID ON AIRFIELD PROJECT FAR EXCEEDS AVAILABLE FUNDS

Despite initial interest by three potential prime contractors for this year's AIP eligible airfield project, the City Procurement Office received only one bid for the extensive taxiway and apron paving work needed to maintain airfield surfaces. In fact, the \$7,813,784 bid submitted by W-L Construction and Paving for the entire project exceeded the engineer's construction estimate by over \$3 million, and available federal funding by even more.

Nonetheless, in anticipation of such a possibility several bid alternates were included in the original bid which made reduced scopes of work possible that would fit available funds. As a result, the airport and our engineer were able to reach an agreement with the contractor and the FAA to proceed with the rehabilitation of the air carrier apron and associated taxiways at a total cost of \$3,016,900.

Looking ahead, all portions of the project which were eligible for FAA discretionary funding were deferred to next year along with a request in our FAA-approved ACIP for additional discretionary funds in FY 2013. Hopefully, additional discretionary funds will be available next year in order to fund the remainder of the project.

AIRLINE PASSENGER TRAFFIC REMAINS HEALTHY IN JULY

For a second straight month airline passenger enplanements recorded double-digit increases, finishing July up by 11.2 percent compared to the same month a year ago. As you will recall, this follows a 14 percent increase in June which, when combined with July, resulted in the airport handling some 2,863 more passengers than last year. Aircraft load factors (percentage of seats filled) for July also remained high at 78 percent, with Air Wisconsin's regional jet service once again averaging 86 percent for the month and continuing at a near-record pace. Total passengers year to date are now up 8.1 percent through July to 90,685.

LYH MAKES FORMAL REQUEST TO DOT TO AMEND SCASDP GRANT

On July 13, 2012 I formally submitted to the U.S. Department of Transportation a formal request to amend the airport's Small Community Air Service Development Program (SCASDP) grant to include more airlines. As you will recall, the original 2011 grant award was specific to AirTran Airways for replacement service to Atlanta, but due to a recent decision by Southwest Airlines as that airline's new owner to sub-lease all of AirTran's Boeing 717 fleet to Delta Air Lines has rendered our original proposal unattainable. The Lynchburg Regional Chamber of Commerce and I have also been working with our region's Congressional delegation to send a joint letter (attached) to the Secretary of Transportation urging his support of the amendment. I will provide a full report at next Monday's Commission meeting.

INTERNATIONAL AIR TRAVEL SURVEY NEARS COMPLETION

Progress continues on the tabulation of the results of the airport's first ever international air travel business survey. While the overall results are looking very promising, we are still attempting to obtain usable data from one of the region's prime business users of air travel in order to optimize the results. I will provide an update and hopefully an overview of the final results at the upcoming Commission meeting.

LANDSIDE PAVING AND SEALCOATING PROJECTS PROCEED

You have probably noticed various parking lot paving activity this summer, and we're not finished yet! Following the rehabilitation of the Virginia Aviation parking lot on the west side of the airport, we have just recently completed a full rehabilitation of the Freedom Aviation parking lot as well (and just in time for the Liberty students to return). Next, we're in the process of clearing the close-in parking lot of the main terminal in order to begin repaving that section of the terminal lot on Monday, August 27, 2012. As a reminder, that is the date of our next Commission meeting so it will be necessary for all of you to park in the economy lot. We expect to have the close-in lot finished and re-opened to passengers by the following Thursday, August 30th.

We have also just completed crack sealing and sealcoating of the General Aviation Terminal parking lot and have started this week on a similar application to the North Ramp aircraft parking area.

FOURTH RENTAL CAR COMPANY TO BEGIN SERVING LYH

Following extensive negotiations with both our current rental car tenants and new entrant National Rent A Car, the airport will be adding its fourth rental car company to the main terminal in early fall. National was actually acquired recently by Enterprise and will be occupying the same counter and service facilities that Enterprise operated from previously at LYH. The proposed lease will require a public hearing and City Council approval which is expected in September.

ITEMS FOR THE AGENDA

My report to the Commission will primarily focus on updates on our air service strategic plan, FAA funding status and airfield construction project, and discussion of an outline of proposed special airport commission meetings related to undertaking a strategic vision process as discussed in previous Commission meetings. In the meantime, if you have any questions or comments about the upcoming Commission meeting, give me a call at 455-6089 at my office, or I can be reached by cell at 444-3363.

Respectfully yours,

Mark F. Courtney

Mark F. Courtney, A.A.E.
Airport Director

Congress of the United States
House of Representatives
Washington, DC 20515

August 16, 2012

The Honorable Ray LaHood
Secretary of Transportation
West Building, 1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Secretary:

As you may know, the Lynchburg Regional Airport (LYH) recently requested that the U.S. DOT amend certain provisions of the City's 2011 Grant Award and Agreement under the Small Community Air Service Development Program (SCASDP). We are writing to urge your consideration of the airport's request.

Mr. Secretary, the rapid consolidation of the airline industry and its escalating impact on small community air service in the U.S. is of concern to us. The resulting reduction in market competition and its disproportionate effect on airline flight frequency, seat capacity and service quality has created a negative air service environment for small cities like Lynchburg that will have profound economic effects into the foreseeable future.

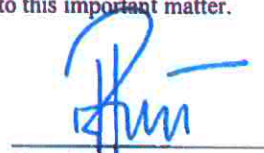
To help address these challenges, in October 2011 the Lynchburg Regional Airport was awarded a \$700,000 SCASDP grant in response to a DOT request for proposals for eligible air service development initiatives as part of the congressionally funded Small Community Air Service Development Program. The original proposal submitted by LYH was based on leveraging Lynchburg's central location between Roanoke and Charlottesville and the airport's proven success in offering competitive airfares in order to attract AirTran Airways as a replacement carrier for Delta Airlines, which terminated all service to LYH on January 2, 2011.

Unfortunately, the new owner of AirTran, Southwest Airlines, has embarked on an integration plan for AirTran that has rendered the original LYH proposal impractical based on its new business model for AirTran. Consequently, Southwest route planners have informed airport officials that they have no expectation of considering LYH's service proposal anytime in the foreseeable future.

Despite this disappointing outcome with Southwest, the Lynchburg community is unified in its goal to broaden the scope of the SCASDP grant in order to allow negotiations with other major network carriers, some of which remain interested in serving LYH. Clearly, the current economics of small community air service has been drastically altered by the ongoing changes in airline route systems and should justify amending the SCASDP grant in the manner proposed.

We respectfully ask you to carefully consider the merits of this request to amend Lynchburg Regional Airport's 2011 SCASDP grant. Thank you for your time and attention to this important matter.


Rep. Bob Goodlatte


Rep. Robert Hurt

LYNCHBURG REGIONAL AIRPORT COMMISSION

Monday, August 27, 2012

4:00 p.m.

AGENDA FOR THE COMMISSION

1. Call to Order

CONSENT AGENDA

2. June 18, 2012 Commission Meeting Minutes
3. Lynchburg Regional Airport August 2012 Air Service Update
4. July 2012 Passenger Traffic Report

Consent Agenda Recommended Action: Receive and File

REGULAR AGENDA

5. Report of the Airport Director
 - A. A status report on current projects related to the airport's Air Service Strategic Plan including the International Air Travel Survey and SCASDP grant amendment request to the U.S. DOT.
 - B. An update on FAA grant funding and construction schedule for the revised FY 2012 airfield and ramp rehabilitation/construction projects
 - C. A report regarding FY 2013 state entitlement funds awarded and current entitlement fund balance.
 - D. A report with regards to the status of adding a fourth rental car business at LYH.
6. Discussion of proposed format and schedule for future special Commission meetings related to the airport undertaking a strategic vision process.
7. Miscellaneous business
 - A. Inquiries and/or comments by Commission Members
8. Reports of airport businesses
9. Hearings of citizens upon Commission matters
10. Adjournment

Public Notice

There will be a meeting of the 2013 Airshow Coordinating Committee immediately following the above Commission meeting in the same location. Since the Coordinating Committee is comprised of three members of the airport Commission, the meeting will be open to the public.

**MINUTES OF
THE
LYNCHBURG REGIONAL AIRPORT COMMISSION MEETING
June 18, 2012
4:00 p.m.**

PRESENT:

Janice Crawford
Lynch Christian
Stewart Hobbs
David Laurell
Kimball Payne
Jones Stanley
Don Brown
Bert Dodson
Charles Nowlin

ABSENT:

STAFF PRESENT:

Mark Courtney, Airport Director
Rick Stein, Deputy Airport Director
Wes Campbell, Airport Finance Director

(1) CALL TO ORDER:

Mrs. Janice Crawford called the meeting to order at 4:00 p.m.

(2) APPROVAL OF MARCH 26, 2012 CONSENT AGENDA

Mrs. Crawford confirmed that everyone had received the items from the consent agenda; the March 26, 2012 Commission Meeting Minutes, the June 2012 Air Service Update and the May 2012 Passenger Traffic Report and asked if there were any questions or comments regarding the consent agenda items.

There being no questions or comments, Mrs. Crawford asked for a motion to receive and file. The motion was made, seconded and unanimously accepted by all.

(3) REPORT OF THE AIRPORT DIRECTOR

A. A report regarding current LYH passenger performance and the outcome of the recent meetings with airlines at ACI's Jump Start.

In terms of airline performance, Mr. Mark Courtney pointed out that traffic was up 10% in total passengers on basically flat seat capacity. In April and May we were up 5% over last year the same time, again with basically flat capacity. In 2011 the airport handled a total of 146,000 passengers and a relatively modest increase (3%) is projected for 2012. He said we have a total of 287 daily departure seats right now and when Delta left we had a total of 400. Although we lost about 28% of our seat capacity, year to date we are only down 6½% in enplaned passengers. Out of 287 daily departure seats there was not a day last week that we handled less than 250 passengers per day. He stated that revenues were also up and the load factor for the month of May was 81.7% which is comparable to the numbers that Delta generated in the market when they were here. He said with the exception of March, US Airways' load factors have been above last year's. He went on to further discuss the issue. There ensued a general discussion.

Mr. Courtney reported that he met with a number of airlines at this year's ACI Jump Start Airline Planners meeting. He stated that he met with Southwest Airlines again to determine if anything had changed with our AirTran SCASDP grant program; however, Southwest officials indicated that the overall likelihood of LYH service was even more remote now that Southwest would be sub-leasing AirTran's 717's to Delta. There followed additional discussion.

Mr. Courtney also said he had a discussion with Allegiant Airways, who bill themselves as a travel company and not an airline, at Jump Start as well. They currently operate MD80s and are starting to operate 757s. Mr. Courtney explained to Allegiant that based on the combined MSA populations of Roanoke and Charlottesville (the expanded market model he developed for the AirTran proposal) Lynchburg is a centrally located airport and could be a good fit for a primarily leisure, non-stop airline like Allegiant. He said that Allegiant showed more interest than last year and asked him to provide additional numbers. He went on to further elaborate on the issue. There followed a general discussion.

B. A report on preliminary results of the airport's recent International Air Travel Business Survey.

Mr. Courtney then discussed the status of the airport's International Business Survey and the selection of the targeted international destinations we used based on DOT data. He said that among all LYH passengers in 2011, we handled a total of 10,220 total international passengers. Paris, France was clearly our largest single market (after excluding Canada), with Frankfurt, Germany being the next most popular single European destination. London Gatwick and London Heathrow combined actually come in a bit higher than Frankfurt; however, US Airways flies from Charlotte only to London Gatwick. He explained that the results from the International Business Survey were being tabulated. So far it appears that a total of 6,446 international airline tickets would be generated in 2012 by those who responded. Of those, 2,020 were Liberty University's. He said he was encouraged. There ensued additional discussion.

Mrs. Crawford asked what the goal was now.

Mr. Courtney said that after all the results are compiled, the information would be forwarded to Mike Lopez, our consultant, for his evaluation of the results relative to United service to Dulles. He said that Mr. Lopez believes that the results may justify, in terms of dollar amounts, another meeting with United if they would agree to meet with us in Chicago.

Mr. Courtney stated that he would like to combine with the international air travel an amendment to our current SCASDP grant as additional incentive to United. Since we seem to have exhausted all of our options with Southwest, this would help to justify requesting an amendment. He said he hoped within the next two weeks to get a formal request to DOT for the amendment. He said he had already provided an update to Nick Chaskowitz with Congressman Goodlatte's office, and they are ready to provide support with DOT on the congressional end. He said it is now just a matter of getting it kicked off.

C. A Status update on the various FY 2012 airfield and ramp paving projects and funding availability.

Mr. Courtney gave a brief overview of the changes that were planned for the airfield and ramp paving projects.

There followed a general discussion.

He reminded those present that we had banked our last year's federal entitlement funds and this year's, and that our balance is \$2.5 million. We have a "placeholder" for \$200,000 in federal discretionary funds. However, as it appears we are competing with Richmond and Danville for runway rehab projects, we may not get much more than the \$200,000. If this is the case, then we will have a total of \$2.7 million.

He said they would be willing to put us under grant this year to include next year's federal entitlement funds which would give us a total of \$3.7 million. However, that is not going to be enough to do the entire project, including the ramp, after including engineering design work and construction administration services. He said we are out for bids now, and that bids are due July 10, 2012. Once the bids are submitted, we have the option of considering different alternatives depending on our available funds. This impacts the Air Traffic Control Tower project as well.

He said we are going forward with the expansion of Freedom Aviation's ramp as it needs to get done before the Air Show. He said if we are in a situation that we either use next year's money or if we don't have sufficient money, or if we do have enough money with a multi-year, the air carrier ramp is probably going to have to be deferred to next year, as we cannot have the west whole side of the airfield under construction when the Air Show is scheduled for Memorial Day weekend of 2013. He went on to further discuss the issue. There ensued additional discussion.

D. A report with regards to the site selection phase of the new air traffic control tower and the impact of FAA funding availability on project scheduling.

Mr. Courtney said we are limited to \$2 million in federal entitlement funds we can use for the air traffic control tower. He said he was not going to have that much money but with the passenger facility charge sources as well as State entitlement funds, there would be enough to pay the balance. He said he was looking at \$1 million federal and around \$600,000 to \$700,000 or so with State entitlement and PFC funds. He said it looks like that is going to slip until 2014. He said since the FAA does not travel anymore everything is done via conference call. He said when considering the time it takes to accomplish the air space review, the environmental and the design phase, as well as the various submissions and approval processes, it looks like it is going to be about 18 months before we would be ready to go to bid. He went on to further detail, explain and discuss the issue. There followed a brief discussion.

E. An update with regards to the possibility of adding a fourth rental car business at LYH.

Mr. Courtney stated that Enterprise acquired National Car Rental a while back and is interested in bringing National to the airport. He said both Avis and Hertz have agreed to some conditions and amendments they would like to be made to the existing agreement if we were to allow a fourth operator in the terminal. Any contract would be based on negotiation and will be a month-to-month agreement. He said National is interested in occupying the vacant counter, and there will be no dual- or multi-branding, as that is prohibited under the current agreements. He said the first year minimum annual guarantees for all will be based on 85% of Budget Rent A Car's prior year and then it will be 85% of each actual year after that. He said he thought that what the three existing rental car companies have agreed to for making changes to accommodate National are acceptable to all parties. He said National will have to go to City Council for that approval because it is a whole new agreement even though it is month-to-month. Mr. Courtney went on to further discuss the issue. There ensued additional discussion.

(4) DISCUSSION AND CLARIFICATION REGARDING COMMISSION INTENT AS RELATED TO THE STRUCTURE OF RECOMMENDED FUTURE STRATEGIC PLANNING EFFORTS.

Mr. Courtney said he would like to obtain some feedback and clarification regarding what type of planning process the Commission envisions this to be and where we start. He said a general discussion is needed to clarify which issues have driven the idea of having this planning process and so he would have more information to determine where to start.

He asked whether it was to be a long range planning process, or a strategic planning process, or even a contingency planning process, as there are different kinds of planning processes. He said that if the Commission wanted to help more in the long range and focus on what the airport wants to be, then the process can be started by discussing the first step of this process which is establishing the mission, vision and values of the organization. Mr. Courtney pointed out that these have never really been established. He explained that much of our focus as an airport department is on operations and maintenance, capital projects, air service development and advertising/promotion. He asked where the Commission wanted to start with this and what their level of involvement would be.

Ms. Crawford explained the background of this agenda item. She said basically what we started with were these air service development discussions. She said we started with a strategic plan specifically geared to just that, how we approach other carriers, existing carriers to open new markets, expand into new markets, etc. She said what we developed initially was an air service development strategic plan and from that there was some discussion about the "what ifs" that never come to fruition; maybe commercial activity scales down...you still have thankfully the general aviation so what do we want to do in terms of discussing that, how do we want to tie everything together.

Mr. Courtney asked if the Commission wanted to identify or agree on what the basic function and the mission of the organization is. Mr. Don Brown asked if we were trying to decide what we think is going to happen in the future or are we trying to forecast, or are we a Commission that is going to say this is what we want?

Mr. Courtney said these are some of the things to be decided. He said based on his experience, a long range planning process involves what you want to look like, whereas strategic planning tends to be what you intend to be and how you are going to get there. He said that is where the SWOT analysis comes in: "Strengths, Weaknesses, Opportunities and Threats" which is a great process to go through. He said he had done this with the air service strategic plan and that was very helpful.

Mr. Courtney then stated that the original motivation for this type of planning effort was primarily based on the premise: "What if we lose all airline service." He said that this would be a contingency planning process. But in reality, "if we lost all airline service, our whole focus would be on trying to get scheduled air service back." He said to keep in mind that in terms of financial and budgetary priorities, the airport "follows the revenue." In fact, our operating and capital grant-funded revenues represent about 92% of the airport's total revenues which are derived directly or indirectly from the airlines [US Airways affiliates], which goes to show how critical it is to maintain airline service.

Following a lengthy discussion on the subject of what type of planning process to pursue, it was agreed that the Commission needs to call a special meeting to further flesh out what this planning process should look like and what it may accomplish. The overall purpose of the process would be to identify what options exist for future growth in the region, the airport, and how the airport might contribute. It was agreed that the Mr. Courtney would develop an outline for this first special Commission meeting and include it on the agenda for the August Commission meeting.

(5) MISCELLANEOUS BUSINESS

A. Inquiries and/or comments by Commission Members.

Mrs. Crawford asked if there were any inquiries or comments by Commission Members.

There were none.

(6) REPORTS OF AIRPORT BUSINESSES

Mrs. Crawford asked if there were any reports of airport businesses.

There were none.

(7) HEARINGS OF CITIZENS UPON COMMISSION MATTERS

Mrs. Crawford asked if there were any questions or comments from the citizens present.

There were none present.

(8) ADJOURNMENT

There being no further business, the meeting was adjourned.

Lynchburg Regional Airport Commission

Effective August 2012

AIR SERVICE UPDATE

Summary The number of daily departure seats is 300 and the daily departure frequency is 6.

Carrier Profile	<u>Airline</u>	<u>Destination</u>	<u>Departures</u>	<u>Seats</u>	<u>Equipment</u>
	US Airways	Charlotte	6	300	DH3/DH8/CRJ
AIRPORT TOTAL:			6	300	

US Airways For the month of August, all the equipment are 50-seaters.

Destinations Served	<u>Non-Stop</u>	<u>Departures</u>	<u>Total</u>
	Charlotte	6	6

Aircraft Types	<u>Aircraft</u>	<u>No. of Departures/Day</u>
	DH8 Dash 8	0 Daily
	DH3 Dash 8-300	3 Daily
	CRJ	3 Daily

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR JULY 2012

AIR TRAFFIC REPORT

	MONTH			YR TO DATE TOTALS		PERCENTAGE CHANGES			
	Jul-12	Jun-12	Jul-11	2012	2011	Jul-12 Jun-12	Jul-12 Jul-11	Jul-12 11 YTD	12 YTD 11 YTD
ENPLANED PASSENGERS	6,557	7,038	5,895	45,256	41,747	-6.8%	11.2%	8.4%	8.4%
DEPLANED PASSENGERS	6,292	7,090	5,844	45,429	42,174	-11.3%	7.7%	7.7%	7.7%
TOTAL PASSENGERS	12,849	14,128	11,739	90,685	83,921	-9.1%	9.5%	8.1%	8.1%
AIRCRAFT OPERATIONS (Landings and Takeoffs)									
Air Carrier	443	492	353	3,358	2,652	-10.0%	25.5%	26.6%	26.6%
General Aviation	7,129	9,359	6,095	59,865	48,509	-23.8%	17.0%	23.4%	23.4%
Military	224	214	178	1,513	1,105	4.7%	25.8%	36.9%	36.9%
Total	7,796	10,065	6,626	64,736	52,266	-22.5%	17.7%	23.9%	23.9%

AIR TRAFFIC REPORT

	MONTH			YEAR TO DATE TOTALS		CHANGES			
	Jul-12	Jun-12	Jul-11	2012	2011	Jul-12 Jun-12	Jul-12 Jul-11	11 YTD	10 YTD
NUMBER OF DAILY SCHEDULED FLIGHTS									
US Airways Express - Piedmont	1	1	6			0.0%	-83.3%		
US Airways Express - PSA	2	2	0						
ACA - United Express	0	0	0						
ASA - Delta Connection	0	0	0						
Allegheny	0	0	0						
Shuttle America	0	0	0						
Air Midwest	3	3	0			0.0%	0.0%		
Total	6	6	6						
NUMBER OF ACTUAL FLIGHTS									
US Airways Express - Piedmont	74	50	171	260	1,178	48.0%	-56.7%	-77.9%	
US Airways Express - PSA	10	60	0	296	-				
ACA - United Express	0	0	0	-	-				
ASA - Delta Connection	0	0	0	-	5	#DIV/0!	#DIV/0!	-100.0%	
Allegheny	0	0	0	-	-				
Shuttle America	0	0	0	-	-				
Air Wisconsin	91	63	0	663	-	1.2%	2.3%	3.0%	
Total	175	173	171	1,219	1,183				
NUMBER OF CANCELLED FLIGHTS									
US Airways Express - Piedmont	3	1	10	4	43	2	-7	-39	
US Airways Express - PSA	1	0	0	6	-	1	1	6	
ACA - United Express	0	0	0	-	-	0	0	0	
ASA - Delta Connection	0	0	0	-	-	0	0	0	
Allegheny	0	0	0	-	-	0	0	0	
Shuttle America	0	0	0	-	-	0	0	0	
Air Wisconsin	0	1	0	8	-	-1	0	8	
Total	4	2	10	18	43	2	-6	-25	

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR JULY 2012

AIR TRAFFIC REPORT											
MONTH			YEAR TO DATE TOTALS			PERCENTAGE CHANGES			PERCENT OF AIRPORT TOTAL		
Revenue Passengers Only											
ENPLANED PASSENGERS											
	Jul-12	Jun-12	Jul-11	2012	2011	Jul-12 Jun-12	Jul-12 Jul-11	12 YTD 11 YTD	Jul-12	Jun-12	Jul-11
US Airways Express - Piedmont	2,390	1,968	5,895	9,237	41,543	21.4%	-59.5%	-77.8%	36.4%	28.0%	100.0%
US Airways Express - PSA	268	2,300	0	10,680					4.1%	32.7%	0.0%
ACA - United Express	0	0	0						0.0%	0.0%	0.0%
ASA - Delta Connection	0	0	0	-	204	#DIV/0!	#DIV/0!	-100.0%	0.0%	0.0%	0.0%
Allegheny	0	0	0						0.0%	0.0%	0.0%
Shuttle America	0	0	0						0.0%	0.0%	0.0%
Air Wisconsin	3,899	2,770	0	25,339					59.5%	39.4%	0.0%
Charter	0	0	0						0.0%	0.0%	0.0%
Total	6,557	7,038	5,895	45,256	41,747	-6.8%	11.2%	8.4%	100.0%	100.0%	100.0%
DEPLANED PASSENGERS											
US Airways Express - Piedmont	2,548	1,920	5,844	9,279	41,880	32.7%	-56.4%	-77.8%	40.5%	27.1%	100.0%
US Airways Express - PSA	377	2,473	0	11,280					6.0%	34.9%	0.0%
ACA - United Express	0	0	0						0.0%	0.0%	0.0%
ASA - Delta Connection	0	0	0	-	147	#DIV/0!	#DIV/0!	-100.0%	0.0%	0.0%	0.0%
Allegheny	0	0	0						0.0%	0.0%	0.0%
Shuttle America	0	0	0						0.0%	0.0%	0.0%
Air Wisconsin	3,367	2,697	0	24,870					53.5%	38.0%	0.0%
Colgan Air	0	0	0						0.0%	0.0%	0.0%
Charter	0	0	0						0.0%	0.0%	0.0%
Total	6,292	7,090	5,844	45,429	42,027	-11.3%	7.7%	8.1%	100.0%	100.0%	100.0%
TOTAL PASSENGERS											
US Airways Express - Piedmont	4,938	3,888	11,739	18,516	83,423	27.0%	-57.9%	-77.8%	38.4%	27.5%	100.0%
US Airways Express - PSA	645	4,773	-	21,960					5.0%	33.8%	0.0%
ACA - United Express	-	-	-						0.0%	0.0%	0.0%
ASA - Delta Connection	-	-	0	-	351	#DIV/0!	#DIV/0!	-100.0%	0.0%	0.0%	0.0%
Allegheny	-	-	-						0.0%	0.0%	0.0%
Shuttle America	-	-	-						0.0%	0.0%	0.0%
Air Wisconsin	7,266	5,467	-	50,209					56.5%	38.7%	0.0%
Colgan Air	0	-	-						0.0%	0.0%	0.0%
Charter	-	-	-						0.0%	0.0%	0.0%
Total	12,849	14,128	11,739	90,685	83,774	-9.1%	9.5%	8.2%	100.0%	100.0%	100.0%
AIR TRAFFIC REPORT											
NON-REVENUE PASSENGERS ONLY											
MONTH			YEAR TO DATE TOTALS			PERCENTAGE CHANGES			PERCENT OF AIRPORT TOTAL		
ENPLANED NON-REVENUE PASSENGERS											
	Jul-12	Jun-12	Jul-11	2012	2011	Jul-12 Jun-12	Jul-12 Jul-11	12 YTD 11 YTD	Jul-12	Jun-12	Jul-11
US Airways Express - Piedmont	58	47	179	244	1,096	23.4%	-67.6%	-77.7%	34.3%	25.3%	100.0%
US Airways Express - PSA	8	46	0	306					4.7%	24.7%	0.0%
ACA - United Express	0	0	0						0.0%	0.0%	0.0%
ASA - Delta Connection	0	0	0	-	7	#DIV/0!	#DIV/0!	-100.0%	0.0%	0.0%	0.0%
Allegheny	0	0	0						0.0%	0.0%	0.0%
Shuttle America	0	0	0						0.0%	0.0%	0.0%
Air Wisconsin	103	93	0	812					0.0%	0.0%	0.0%
Charter	0	0	0						0.0%	0.0%	0.0%
Total	169	186	179	1,362	1,103	-9.1%	-5.6%	23.5%	39.1%	50.0%	100.0%

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR JULY 2012

AIR TRAFFIC REPORT

NON-REVENUE PASSENGERS ONLY

	MONTH			YEAR TO DATE TOTALS		PERCENTAGE CHANGES			PERCENT OF AIRPORT TOTAL		
	Jul-12	Jun-12	Jul-11	2012	2011	Jul-12	Jul-12	12 YTD	Jul-12	Jun-12	Jul-11
DEPLANED NON-REVENUE PASSENGERS											
US Airways Express - Piedmont	77	89	186	334	1,163	-13.5%	-58.6%	-71.3%	43.0%	42.2%	100.0%
US Airways Express - PSA	6	54	0	285					3.4%	25.6%	0.0%
ACA - United Express	0	0	0						0.0%	0.0%	0.0%
ASA - Delta Connection	0	0	0	-	7	#DIV/0!	#DIV/0!	-100.0%	0.0%	0.0%	0.0%
Allegheny	0	0	0						0.0%	0.0%	0.0%
Shuttle America	0	0	0						0.0%	0.0%	0.0%
Air Wisconsin	96	68	0	846					53.6%	32.2%	0.0%
Total	179	211	186	1,465	1,170	-15.2%	-3.8%	25.2%	100.0%	100.0%	100.0%
TOTAL NON-REVENUE PASSENGERS											
US Airways Express - Piedmont	135	136	365	578	2,259	-0.7%	-63.0%	-74.4%	38.8%	34.3%	100.0%
US Airways Express - PSA	14	100	-	591					4.0%	25.2%	0.0%
ACA - United Express	-	-	-						0.0%	0.0%	0.0%
ASA - Delta Connection	-	-	-	-	14	#DIV/0!	#DIV/0!	-100.0%	0.0%	0.0%	0.0%
Allegheny	-	-	-						0.0%	0.0%	0.0%
Shuttle America	-	-	-						0.0%	0.0%	0.0%
Air Wisconsin	199	161	-	1,658					57.2%	40.6%	0.0%
Total	348	397	365	2,827	2,273	-12.3%	-4.7%	24.4%	100.0%	100.0%	100.0%